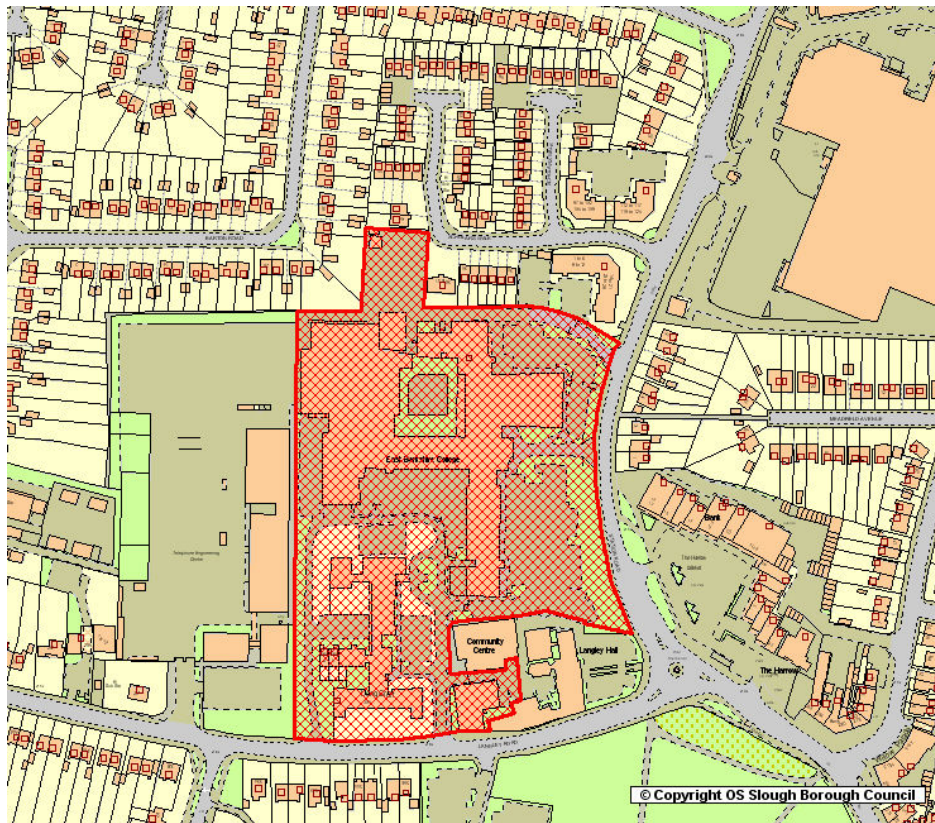


Registration Date:	07-Feb-2012	Applic. No:	P/04239/033
Officer:	Mr. J. Dymond	Ward:	Langley St. Marys
		Applic type:	Major
		13 week date:	8th May 2012
Applicant:	Mr. Graham Try		
Agent:	Mr. Chris Pittock, GL Hearn 20, Soho Square, London, W1D 3QW		
Location:	East Berkshire College, Station Road, Langley, Slough, SL3 8BY		
Proposal:	<p>ENHANCEMENT AND IMPROVEMENT OF COLLEGE CAMPUS COMPRISING ALTERATIONS TO EXISTING ELEVATIONS, ERECTION OF EXTENSION TO FORM NEW ENTRANCE, 739 SQ M HOSPITALITY SUITE (USE CLASS D1) AND INTERNAL PEDESTRIAN 'STREET', ERECTION OF 1,530 SQM SPORTS CENTRE (USE CLASS D2), ERECTION OF 1,435 SQM MULTI USE GAMES ARENA (MUGA) (USE CLASS D2), FORMATION OF REPLACEMENT CAR PARKING SPACES (342 CAR PARKING SPACES IN TOTAL), CYCLE PARKING, LANDSCAPING AND ASSOCIATED WORKS.</p>		

Recommendation: Delegate to the Head of Planning Policy and Projects



1.0 SUMMARY OF RECOMMENDATION

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a Major Development.
- 1.2 Having considered the relevant policies set out below, the representations received from consultees and other interested parties, and all other relevant material considerations, it is recommended that the application be delegated to the Head of Planning Policy and Projects for formal determination following resolution of outstanding highway and transport matters, completion of a Section 106 Agreement and finalising of conditions.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application for the enhancement and improvement of the existing college campus comprising alterations to the existing elevations, the erection of an extension to form new entrance, a 739 square meter hospitality suite (Use Class D1) and internal pedestrian 'street', erection of 1,530 square meter sports centre (Use Class D2), erection of 1,435 square meter multi use games arena (MUGA) (Use Class D2), formation of replacement car parking spaces (342 car parking spaces in total), cycle parking, landscaping and associated works.
- 2.2 The alterations to the existing elevations would comprise the addition of coloured feature solar shading fins and curtain walling.
- 2.3 The extension to the front of the college would provide a triple height glazed space that incorporates the existing façade. The extension would provide a new entrance to the college. The proposed front extension would lead into the proposed internal pedestrian street. The purpose of this street is to improve way-finding, provide a social and study space, improve circulation, provide an exhibition space and provide access to college facilities.
- 2.4 The proposed hospitality suite would be situated to the front of the College, adjacent to the main entrance and would replace the existing sports hall. The proposed hospitality suite would comprise training kitchens, an ancillary restaurant and bar which would be open to the public providing 40 covers, toilets and changing rooms, and a hotel training facility.
- 2.5 A separate double height entrance to the hospitality suite is proposed.
- 2.6 The proposed sports centre would comprise a purpose built facility

to the west of the site. The size of the sports centre has been reduced by 156 square metres from 1,686 square metres as initially submitted to 1,530 square metres. The proposed sports centre would provide a four court sports hall, two classrooms, changing facilities, a reception and a separate public entrance. It is proposed to make the sports centre available for local users, when the facility is not required by the College.

- 2.7 The proposed MUGA would provide for outdoor games. The MUGA would be 1,435 square metres in area. It would be enclosed with high fencing and would be floodlit. The proposed MUGA would similarly be made available for local users.
- 2.8 The proposal would involve the demolition of the former care home known as Longcroft and the Phoenix Centre which was in use as a day care centre and offices to the south west of the site. The applicant has submitted a prior notification for the proposed demolition of the Longcroft building. The Local Planning Authority granted this application on 26th March 2012 and determined that such prior approval is not required. A new car park is proposed, on the site of the demolished Longcroft and Phoenix Centre building.
- 2.9 In conjunction with the proposed alteration and extension of the existing college buildings, landscaped areas to provide outside social space and an attractive setting to the buildings to improve the image of the College are proposed.
- 3.0 The College are understood to have been successful in their application for an Enhanced Renewal Grant from the Skills Funding Agency.
- 3.1 The proposed improvements at the College are forecast to result in a net increase of around 66 full time equivalent day time students and 19 full time equivalent part time students on a daily basis (85 full time equivalent students in total). The applicant submits that there would be no net increase in staff associated with the proposed development. It is anticipated that the works comprising the first project will be completed in the Autumn of 2013.
- 3.2 By way of background, it should be noted that the College's Windsor Campus on St Leonards Road in Windsor (in the Royal Borough of Windsor and Maidenhead administrative area) has recently been developed to provide a new campus building providing state-of-the-art facilities for both staff and students. It is understood that this development opened in September 2006.
- 3.3 A scheme was considered by the College in 2009. The development proposed at that time envisaged the wholesale redevelopment of the site and included a new College building fronting Station Road. Pre-application advice was sought, however

a number of concerns were raised and the proposal did not progress to the formal planning application stage.

- 3.4 This proposal has been the subject of pre-application discussions under the Planning Department's pre-application advice service. The applicant submits that the submission reflects the pre-application discussions that have been held.
- 3.5 Environmental Impact Assessment
- 3.6 The proposed development is of a type described in Schedule 2 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 as the proposal is for an urban development project where the area of the development exceeds 0.5 hectare.
- 3.7 The Council issued a screening opinion pursuant to Regulation 5 on 11th January 2012. The applicant was advised that it was the opinion of the Local Planning Authority that an Environmental Statement was not required as the nature of the proposed development would be such that it would not be likely to have significant effects upon the environment having regard to the characteristics of the development, the location of the development and the characteristics of the potential impact.
- 3.8 It was considered that issues such as impact on amenity, traffic and parking, and noise and other disturbances could be adequately covered by supplementary supporting information to accompany a planning application or by way of condition.

4.0 Application Site

- 4.1 The application site is 2.5 hectares in area and is located within the centre of Langley Village. The site is in use as a Class D1 Non-Residential Institution operated by East Berkshire College providing further education courses. The site is known as Langley Campus. East Berkshire College also operate a second, smaller campus in Windsor; however the majority of vocational courses are understood to be delivered at Langley Campus.
- 4.2 The College caters for part time and full time students aged 16-19 as well as adult learners. There are currently around 2,300 full time equivalent students enrolled on daytime courses at Langley Campus. There were around 4,900 students in total enrolled in the last academic year. There are around 295 full time equivalent staff members.
- 4.3 The application site is situated adjacent to the corner of Station Road and Langley Road.

- 4.4 To the east of the site is Station Road. On the opposite side of Station Road there is a mixture of residential properties and commercial premises. Towards the north there is a row of predominantly two storey semi-detached properties fronting the road. To the south there is a parade of shops known as Harrow Market. Shops within Harrow Market form part of the Langley Village shopping centre. The shopping centre is identified as a district centre under Policy S1 of The Adopted Local Plan for Slough. The defined shopping area continues to the south east along the High Street. The district centre provides goods and other services to the local population.
- 4.5 To the south of the site, immediately adjacent to the roundabout is Langley Hall. Langley Hall is a grade II listed building (as are the boundary walls to Langley Hall) and is in use as a free school. On the opposite side of Langley Road to the south is the Memorial Ground. The Memorial Ground provides public open space and is designated as such under The Adopted Local Plan for Slough and The Slough Local Development Framework.
- 4.6 The site of the former British Telecomm Telephone Engineering Centre is located immediately to the west of the site. The site is currently vacant and the buildings associated with the Engineering Centre have been demolished. Under site allocation SSA22 of the Slough Local Development Framework Site Allocations Development Plan Document, the site is allocated for the creation of a residential development with a substantial proportion of family houses in a sustainable location and to provide for healthcare facilities. The site is accessed off Langley Road and the depth of the site is similar to that of the College site.
- 4.7 Beyond the northern boundary of the application site is a residential development known as Scholars Walk. The site of this development formerly formed part of the East Berkshire College site. Permission was granted under outline application P/04239/020 dated 7th March 2001 and the subsequent reserved matters application P/04239/022 dated 22nd October 2001 for 54 flats and 61 dwellinghouses.
- 4.8 Scholars Walk is accessed off Station Road. Buildings comprising flats of three stories in height are situated on either side of the entrance to the development, and there are three story townhouses and flats adjacent to the northern boundary of the application site.
- 4.9 Neighbouring the site to the north western corner are the residential properties of Barton Road. These properties are semi-detached and have rear gardens which back onto the application site.
- 4.10 The application site is accessible and is considered to benefit from good transport links. The nearest bus stop is situated on Station

Road. There are 13 bus stops within 400 metres of the site. These bus stops are understood to serve the number 58, 583, 75 and 76 services. Furthermore, Langley Station is located approximately 350 metres to the north of the site. The station is within walking distance and there are pedestrian footways between the college and station. Regular services to London Paddington and stations via Slough including Swindon, Bristol, Cardiff and Swansea can be accessed from Langley Station.

- 4.11 The principal point of vehicular access is from Langley Road, to the south of the site. This access serves the existing staff car parking area. A vehicular and pedestrian access is provided from Station Road, to the north east of the site.
- 4.12 At present, it is understood that 342 car parking spaces are provided on site. This existing provision includes bays and garaging for minibuses as well as nine disabled bays. A total of 80 cycle parking spaces are currently provided and there are 24 motorcycle parking spaces.
- 4.13 There are a number of education-related buildings on the site. The height of the existing buildings ranges from one to three stories. It is understood that the existing main buildings were constructed in 1976.
- 4.14 To the south west of the site there are two buildings which it is proposed to demolish. The building known as Longcroft was formerly in use as a care home for the elderly. This use has ceased, and it is understood that residents have been accommodated in a home as part of a Council strategy. The Phoenix Centre was formerly in use as a Day Care Centre and associated offices. The Phoenix Centre is currently in use by the College.
- 4.15 The Community Centre building was recently acquired by East Berkshire College. This building is located immediately to the rear of Langley Hall and to the south of the southern wing of the main College building.
- 4.16 There are trees subject to protection order (order no. 2 of 2002) situated along the Station Road frontage.
- 4.17 The site is located within Flood Zone 1. Flood Zone 1 includes all land falling outside Zones 2 and 3 and as such covers land which has the lowest probability of flooding.

5.0 Site History

- 5.1 East Berkshire College, Langley Campus

Recent applications relating to the site are as follows:

P/04239/034 – PRIOR NOTIFICATION FOR THE DEMOLITION OF EXISTING FORMER CARE HOME – Prior Approval Granted 26-Mar-2012

P/04239/033 – Application under consideration

P/04239/032 – INSTALLATION OF AND EXTENSION TO EXISTING MEZZANINE FLOOR WITHIN THE COVERED AREA ADJACENT TO THE BRICK WORKSHOP. PROVISION OF NEW STAIRCASE – Approved with Conditions 26-May-2011

P/04239/031 – INSTALLATION OF NEW WINDOW AND DOOR AT FIRST FLOOR LEVEL OF NORTH ELEVATION OF EXISTING COLLEGE (CLASS D1). – Approved with Conditions 12-Jul-2010

P/04239/030 – ERECTION OF NEW STORAGE UNITS TO REPLACE EXISTING TRANSPORTABLE STORES – Approved with Conditions 20-Dec-2007

P/04239/029 – CONSTRUCTION OF 2NO. STORAGE SHEDS AND PALISADE FENCE TO REPLACE EXISTING CHAIN LINK FENCING – Approved with Conditions 27-Jan-2006

P/04239/028 – REPLACEMENT OF AIR CONDITIONING UNITS SERVING EXISTING KITCHENS – Approved with Conditions 23-Aug-2005

P/04239/027 – CONSTRUCTION OF NEW LIBRARY / LRC BUILDING IN COURTYARD (A BLOCK) – Approved with Conditions 23-May-2005

P/04239/026 – ERECTION OF SINGLE STOREY FLAT ROOF EXTENSION TO COLLEGE GYMNASIUM. – Approved with Conditions 26-Apr-2005

P/04239/025 – ERECTION OF 124 DWELLINGS COMPRISING 61 HOUSES, 63 FLATS. RESERVED MATTERS APPLICATION PURSUANT TO OUTLINE PLANNING PERMISSION GRANTED ON 7TH MARCH 2001. (THE ERECTION OF NINE ADDITIONAL FLATS IN THE ROOFSpace OF THE BUILDINGS GRANTED EARLIER RESERVED MATTER APPROVAL UNDER P/04239/022) (DUPLICATE) – Refused 20-Feb-2002

P/04239/024 – ERECTION OF 124 DWELLINGS COMPRISING 61 HOUSES, 63 FLATS. RESERVED MATTERS APPLICATION PURSUANT TO OUTLINE PLANNING PERMISSION GRANTED ON 7TH MARCH 2001. (THE ERECTION OF NINE ADDITIONAL FLATS IN THE ROOFSpace OF THE BUILDINGS GRANTED

EARLIER RESERVED MATTERS APPROVAL UNDER
P/04239/022) – Refused 20-Feb-2002

P/04239/023 – EXTENSION OF EXISTING COLLEGE BUILDING
TO CREATE A NEW PERFORMING ARTS FACILITIES – Refused
28-Jan-2002

P/04239/021 – ERECTION OF 64 FLATS, 61 HOUSES,
GARAGES, PARKING SPACES, ROAD AND ASSOCIATED
SEWERS. (RESERVED MATTERS PURSUANT TO OUTLINE
PLANNING PERMISSION P/04239/020 GRANTED 7/3/01
(AMENDED PLANS 01/05/01, 01/06/01 AND 18/06/01 AND
22/06/01) – Not Determined, Appeal Dismissed

P/04239/020 – RESIDENTIAL DEVELOPMENT
(OUTLINE)(AMENDED PLANS 08/12/00) – Approved with
Conditions 07-Mar-2001

P/04239/019 – ERECTION OF FRONT EXTENSION TO PROVIDE
ENLARGED RECEPTION FACILITIES – Approved with Conditions
31-Jul-1998

P/04239/018 – DEMOLITION OF SINGLE STOREY
CLASSROOMS AND ERECTION OF A NEW PERFORMING
ARTS BUILDING (OUTLINE) – Withdrawn 05-Nov-1998

P/04239/015 – ERECTION OF BUILDING FOR CRAFT PROJECT
TEACHING SPACE. (APPROVAL OF RESERVED MATTERS
PURSUANT TO CONDITION NOS. 1-5 OF PLANNING
PERMISSION P/04239/014 DATED 24.01.95 – Approved with
Conditions 01-Dec-1995

P/04239/014 – ERECTION OF BUILDING FOR CRAFT PROJECT
USED FOR APPRENTICE TRAINING (AS AMENDED 23.12.94) –
Approved with Conditions 24-Jan-1995

P/04239/013 – ERECTION OF NON ILLUMINATED SIGN ABOVE
MAIN ENTRANCE, 5 NO. FREE STANDING NON ILLUMINATED
SIGNS AND 1 NO. NON ILLUMINATED WALL SIGN. – Approved
with Conditions 16-Jun-1993

P/04239/012 – ERECTION OF A SINGLE STOREY STORE FOR
SPORTS HALL (REG 4) – Approved with Conditions 04-Jan-1990

P/04239/011 – CONSTRUCTION OF A SYNTHETIC PITCH AND
REPLACEMENT CAR PARKING AREA. (REG.4) (AMENDED
PLANS RECEIVED ON 06.10.89) – Withdrawn 30-Sep-1992

P/04239/010 – ERECTION OF A PORTABLE GARAGE (AS
AMENDED ON 23.05.89) – Approved with Conditions 02-Jun-1989

P/04239/009 – RENEWAL OF TEMPORARY PLANNING PERMISSION FOR FOUR CLASSROOMS. – Approved with Conditions 26-Nov-1987

P/04239/008 – ERECTION OF PORCH – Approved with Conditions 10-Jul-1986

P/04239/007 – RENEWAL OF TEMPORARY PERMISSION FOR FOUR CLASSROOMS (REG.4). – Approved with Conditions 07-May-1986

P/04239/006 – ERECTION OF A NEW DOUBLE GARAGE FOR MINIBUSES – Approved with Conditions 11-Mar-1986

P/04239/005 – RENEWAL OF PERMISSION FOR FOUR TEMPORARY CLASSROOMS (REGULATION 4) – Approved with Conditions 03-Apr-1985

P/04239/004 – ERECTION OF 3 NO TEMPORARY CLASSROOM BUILDINGS – Approved with Conditions 27-Oct-1981

British Telecom Telephone Engineering Centre

Relevant recent planning history relating to the neighbouring British Telecom Telephone Engineering Centre to the west of the site (site SSA22 in the Slough Local Development Framework Site Allocations Development Plan Document) is as follows:

P/02684/009 – ERECTION OF A 2.4M HIGH STEEL PALISADE FENCE TO THE SOUTH PERIMETER OF THE SITE WITH CONCRETE BASE. – Approved with Conditions 29-Jun-2009

P/02684/008 – RESIDENTIAL DEVELOPMENT AND DOCTORS SURGERY (OUTLINE PLANNING APPLICATION). – Under Consideration

P/02684/007 – RESIDENTIAL DEVELOPMENT AND A DOCTORS SURGERY (OUTLINE) – Refused 01-Aug-2006

Langley Hall

Relevant recent planning history relating to the neighbouring Langley Hall site to the south east of the site following its severance from the College is as follows:

P/03835/023 – LANDSCAPING WORKS TO FORM A NETBALL COURT / PLAYGROUND AND ACTIVITY AREAS TO THE FRONT OF THE SITE, NEW FENCE AND PARKING AREAS TO THE REAR OF THE SITE – Approved with Conditions 31-May-2011

P/03835/022 – LISTED BUILDING CONSENT FOR LANDSCAPING WORKS TO FORM A NETBALL COURT / PLAYGROUND AND ACTIVITY AREAS TO THE FRONT OF THE SITE, NEW FENCE AND PARKING AREAS TO THE REAR OF THE SITE – Approved with Conditions 31-May-2011

P/03835/021 – EXTERNAL WORKS TO INCLUDE REPLACEMENT OF REAR FIRE ESCAPE STAIRS, FORMATION OF NEW DOOR WITH RAMPED ACCESS IN FRONT ELEVATION, VIDEO ENTRY FACILITY TO MAIN DOOR ENTRANCE, SKY LIGHTS TO REAR ROOF OF MAIN BUILDING, NEW EXTERNAL DOORS TO WEST WING AND DEMOLITION OF STORAGE BUILDINGS – Approved with Conditions 31-May-2011

P/03835/020 – LISTED BUILDING CONSENT FOR EXTERNAL WORKS TO INCLUDE REPLACEMENT OF REAR FIRE ESCAPE STAIRS, FORMATION OF NEW DOOR WITH RAMPED ACCESS IN FRONT ELEVATION, VIDEO ENTRY FACILITY TO MAIN DOOR ENTRANCE, SKY LIGHTS TO REAR ROOF OF MAIN BUILDING, NEW EXTERNAL DOORS TO WEST WING AND DEMOLITION OF STORAGE BUILDINGS – Approved with Conditions 31-May-2011

P/03835/019 – LISTED BUILDING CONSENT FOR INTERNAL WORKS TO REMOVE PARTITION WALLS, SUSPENDED CEILINGS, NEW DOORS, NEW FLOORING, ALTERATIONS TO BALUSTRADE OF MAIN STAIRCASE AND STRUCTURE WORK TO REMOVE 2 NO. COLUMNS AND INSTALL 2 NO. NEW DOOR OPENINGS – Approved with Conditions 26-May-2011

P/03835/018 – APPLICATION FOR CERTIFICATE OF LAWFULNESS FOR THE PROPOSED USE OF THE PREMISES AS A PRIMARY SCHOOL (CLASS D1) – Approval 08-Feb-2011

Langley Business Centre

It should be noted that land has been allocated for the erection of a supermarket on land forming part of the Langley Business Centre to meet an identified need for additional convenience floorspace within the eastern part of the borough in an edge of centre location (site allocation SSA23 of the Slough Local Development Framework Site Allocations Development Plan Document). Whilst pre-application discussions are on-going in relation to this proposal, at the time of writing no formal planning application has been received.

6.0 Neighbour Notification

6.1 Scholars Walk nos. 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 12, 14, 16, 17, 18,

19, 20, 21, 23, 24, 25, 26, 27, 28, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42

Station Road nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, Langley Hall

Harrow Market nos. 1, 1a, 2a, 3a, 3b, 4, 4a, 5, 5a, 6, 6a, 7a, 8a, 9a, 10a, 11a, 12a, 13, 13a, 14, 14a, 15, 15a, 16, 16a, 17, 17a, Budgens Stores, Bifolco & Matty

Langley Road nos. 290, 292, 334, 336, 338, 340, 342, 344, 346, 348, 350, Sea Cadet Corps, Slough Telephone Engineering Centre

Barton Road nos. 30, 32

- 6.2 In accordance with Article 13 of The Town and Country Planning (Development Management Procedure) (England) Order 2010, two site notices were displayed at the site on 17th February 2012. Notices were displayed on the Station Road and Langley Road frontages. The application was advertised in the 24th February 2012 edition of The Slough Express.
- 6.3 No representations have been received.
- 6.4 Prior to the submission of the application, the applicant sought to ensure that a wide ranging and inclusive consultation exercise was undertaken so that the views of stakeholders and the local community were fully understood. Methods adopted in pursuance of the consultation exercise included publicising the proposal in the local press, the creation of a website to publish progress on the proposal and the setting up of an email address to respond to queries. Local residents were also invited to attend a 'drop in' exhibition event at the College on 13th January (2-4pm and 6-8pm), and 14th January 2011 (10-12pm). The applicant is also understood to have met with the Langley Neighbourhood Action Group to discuss the proposal.
- 6.5 The exhibition was attended by 20 members of the public. 12 attendees provided their feedback on the proposals. 9 of the 12 respondents supported the proposal, with 2 undecided and 1 against. Comments in support of the proposal cited improvements in appearance, learning facilities and the provision of community facilities. Comments objecting to the proposal related to transport matters, pressure on car parking and congestion. The applicant submits that the comments received have informed the application. The application is supported by a Statement of Community Involvement.

7.0 Consultation

- 7.1 Public Protection Services, Neighbourhood Enforcement

7.2 Conditions recommended regarding:

- Submission of a working method statement to control environmental affects during construction phase covering:
 - (i) control of noise
 - (ii) control of dust, smell and other effluvia
 - (iii) control of surface water run off
 - (iv) site security arrangements including hoardings
 - (v) proposed method of piling for foundations
 - (vi) construction working hours, hours during the construction phase, when delivery vehicles taking materials are allowed to enter or leave the site.
- Limiting hours of construction so that no construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday, 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.
- Submission of a site lighting scheme in order to prevent loss of amenity to the area through the introduction of sky glow, glare or light into windows.
- Submission of details to control waste during construction phase in respect of:
 - (a) Minimise, re-use and re-cycle waste, including materials and waste arising from any demolition;
 - (b) Minimise the pollution potential of unavoidable waste;
 - (c) Dispose of unavoidable waste in an environmentally acceptable manner;
 - (d) Have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the course of building operations and the subsequent use of the buildings.

7.3 Traffic and Road Safety/Highways Development

7.4 Concerns have been raised that overspill car parking will continue in surrounding streets and that the measures in the current travel plan are insufficient to encourage a change of travel mode by staff and students such that the status quo will continue. It is considered that the development does provide an opportunity to significantly enhance the Station road facilities for vulnerable road users.

Subject to the developer revising and re-submitting the Travel Plan together with agreement on the Section 106 Agreement Transport schedule and planning conditions, a highway objection would not be raised to this proposal. Comments are as follows in summary:

Site Accessibility – It is noted that there are a number of bus services serving the site, although this declines in the evening when we see a greater number of students arriving by car. It is unclear as to how well the current services serve locations where staff and

students live.

Trip Generation – The trip generation assessment set out in the Transport Statement is considered to be difficult to follow as the trip rates presented are not supported by any additional information explaining how they have been derived.

It is considered that site is generating significant additional vehicle trips over and above those that are parking on-site.

Trip rates have been derived from the TRICS database for the Longcroft and Phoenix Centres. The trip rates for the Phoenix Centre are not considered to be appropriate, as the comparison site within TRICS is a hospice and not a day centre for people with physical disabilities. It is queried whether data has been collected regarding these vehicle movements.

The new gym, sports hall and MUGA facilities would be used by members of the public/community groups in the evenings and weekends and therefore one would expect further trips to be generated for these uses.

It is considered that at best, the number of vehicular trips is likely to be neutral, but given that the increase in student numbers is expressed in terms of full time equivalents, then it is suspected that on some days of the week there will be considerably more than 85 additional students on campus.

Access – The existing accesses are proposed to remain the same. The landscaping on the corner of the junction could be removed or set back such that a visibility splay of 2.4m x 43m can be achieved.

Car Parking – It is stated within the application that the existing site has a 342 car parking spaces. It would appear that there is currently a noticeable amount of parking outside of bays, on the access road and on verges.

The provision of parking is below the Adopted Local Plan for Slough Parking Standards, given the accessibility of the site it is considered that further provision of parking at the development should not be encouraged, as this is likely to only further encourage trips to be made by car. Access to the on-site car parks is to be barrier controlled. A car park management plan should form part of the Travel Plan.

Cycle Parking – 169 cycle spaces are proposed at the site which is significantly below the parking standard set out in the Slough Local Plan 2004, which would require 316 spaces. Given that current travel to the site by bicycle is still relatively low, this provision is considered to be acceptable, on the basis that should demand

increase then additional parking would be funded as part of the Travel Plan.

Highway Safety and Vulnerable Road User Accessibility – Over the last 5 years 16 accidents have occurred in the vicinity of the site with 10 casualties, 8 of these casualties were pedestrians and two were cyclists. It is considered that this is a higher number of accidents than one would wish in the immediate proximity of the College and would appear that some of the accidents may have involved College students.

As part of the College's development proposals it is noted that they are seeking to enhance the pedestrian environment at the front of the building creating an enhanced and enlarged paved area connecting the street to the main entrance. It is considered that works to the existing crossing should be sought to give much greater priority to pedestrians, enable a step change in the provision of facilities for vulnerable road users to be provided and improve the linkage between the College and Harrow Market shopping centre.

Given that in the immediate area of the site there is an adopted highway widening line, which the Council is still pursuing, then it is the Local Highway Authority's view that this land should be secured and used to enhance the Station Road environment for vulnerable road users.

Travel Plan – A robust Travel Plan should be prepared. Unless the Travel Plan is made more robust then car parking will continue to overspill into the surrounding streets at the expense of the amenity of local residents and the benefits of the good accessibility of the site will be lost.

Revisions and queries regarding targets, Travel Plan measures covering parking, public transport, cycling, car sharing, alternative work/ learning practices, marketing and promotion, appointment of a travel plan coordinator and management support and an action plan have been raised.

A meeting has been held with the applicant's Planning and Transport consultant to discuss these issues. Officers consider that these discussions were positive in terms of seeking to address those areas of concern and further information is expected to be submitted for consideration in due course.

- 7.5 Thames Water
- 7.6 No comments received.
- 7.7 Thames Valley Police Crime Prevention Design Officer

7.8 No police objections to the application. Comments on crime prevention are as follows in summary:

Crime Overview – For 2011 there were 46 confirmed crimes recorded by the police for the East Berkshire College site. These include 6 burglaries, 9 theft of pedal cycles, 5 thefts from motor vehicles and 15 thefts other which mostly involved theft of personal property such as handbags, phones etc.

Cycle Storage – Cycle parking provision must be positioned where there is good natural surveillance from the main building to make suspicious behaviour easily recognised. The store should be at least partially covered to encourage use but must be visually permeable to maintain natural surveillance.

The cycle store must be covered by the college CCTV system. The design of cycle stands will be important and the present recommendation is that cycles are locked through the frame and both wheels.

ICT Location – The location of the IT section of the college on the second floor is supported. This makes theft much harder and increases the chances of offenders being arrested. The college should have a secure room where all portable IT, laptops etc, can be stored out of hours. This is best situated as part of the ICT floor and can usually be provided by installing a security grade door to one of the classrooms. This should be certificated to BS PAS24 door of enhanced security.

Access Control – There is no mention of any access control systems being in place. These can be very useful to the college in reducing crime opportunities, controlling higher risk areas and monitoring who accesses which areas.

CCTV – The college should have a comprehensive CCTV system that covers all vulnerable areas. Some basic areas that will need to be covered are the reception area, the internal street, the entrance to the hospitality/public restaurant, cycle and vehicle parking areas and any other high risk areas. This is the ideal time for the college to reassess their CCTV system and ensure that along with the new refurbished buildings they have a system that is fit for purpose. To assist with this they should complete an Operational Requirement. The Home Office have produced a guide for this.

Car Parking – The new proposed parking area on the Longcroft Building location will be lacking in natural surveillance from the main college buildings with reduced pedestrian movement. This will be a vulnerable area for vehicle crime and must be one of the priority areas for CCTV coverage. There is no indication as to what

the boundary treatment onto Langley Road will be. The existing treatment is hedging and wire mesh fencing. There must be clear boundary definition here to direct all persons into the car park by the roadway. A railing fence, preferably open topped, and/or hedging to height of around 1.2m, as a minimum, would be sufficient to restrict open access.

Secured By Design Standards – It is strongly recommend that the physical standards for Secured by Design are used. Briefly these would be all ground floor exterior doors and windows certificated to BS PAS24 and BS7950 respectively. All ground floor glazing to include one pane of laminate glass. Not only do these greatly increase the buildings resistance to attack but because of their robust construction they usually stand up to heavy wear very well extending replacement times.

7.9 Slough Borough Council Education

8.0 No comments received.

8.1 Environment Agency

8.2 An objection was received from the Environment Agency on the grounds that insufficient evidence had been submitted to demonstrate that infiltration will work or provide enough evidence to show that the proposed backup attenuation scheme is a viable alternative. Furthermore, the applicant hadn't provided design details regarding the construction of the proposed Multi Use Gaming Area (MUGA) to demonstrate that this area is permeable. Further information was provided by the applicant in response to these concerns.

A further consultation response has now been received from the Environment Agency stating that they are now able to withdraw their objection and have no objection to the application as submitted, subject to the inclusion of conditions on any subsequent planning permission granted.

Further information regarding the design of the MUGA shows that it is designed to be free draining with underlying aggregate and a permeable asphalt surface. The information submitted shows that infiltrations rates through the MUGA should be relatively high ($2.7 \times 10^{-3} \text{ m}^3/\text{s}$).

Furthermore, the applicant has confirmed that the existing soakaways have had no problems historically and, whilst it is not possible at this stage to under take soakage tests, these will be undertaken before construction. The Flood Risk Assessment (FRA) used the worst case infiltration rate ($1.38 \times 10^{-5} \text{ m}^3/\text{s}$) in order to design the drainage scheme. Sufficient storage will be provided

within the infiltration devices to contain up to the 1 in 100 plus climate change storm event without flooding. Should infiltration prove not to be possible, the storage being provided under the proposed permeable paving can be converted to attenuation storage and will provide sufficient attenuation to discharge all storm events at 5 l/s. This is below the existing runoff rate during the 1 in 100 storm event of 10 l/s/Ha for the 3.66 ha site. Further attenuation storage can be provided beneath the MUGA and car parking areas if needed.

Given the above it is considered that the proposal would not increase flooding risk.

The recommended conditions cover the following matters:

- The submission of a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development.
- No further development to be carried out if contamination not previously identified until the developer has submitted, and obtained written approval from the LPA for a remediation strategy.
- Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the LPA, where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

8.3 Heritage Consultant

8.4 Langley Hall was formerly part of the College but is now a separate use as a free school. It is noted that there were several meetings with the College some three years ago now, that envisaged considerably more change with new blocks following the curve of Langley High Street. The current proposals are considered to be less ambitious and utilise and adapt the existing mostly mid-1970s buildings that are now looking somewhat dated. It is considered that the proposals will significantly enhance the appearance of the buildings and render them a more attractive element in the setting of Langley Hall than at present.

Accordingly it is considered there need be no objection to this scheme in terms of its impact on the setting of the adjacent listed buildings.

8.5 Tree Management Officer

8.6 It is noted that the application proposes the removal of trees from the centre of the site and trees between the building and the Station Road boundary. These trees are relatively young but mostly in good

condition and health. Some of the trees are subject to TPO 02/2002. It is noted that these are also young and are considered to be preserved mainly for the amenity they will afford rather than the amenity they offer at present.

It is considered that the loss of the trees is undesirable as they supply a much needed 'green' element in to the landscape of the college. The trees between the building and Station Road which include the TPO trees are considered to be an important feature in the street scene. However as the trees are young it is considered possible to mitigate the loss of these trees by planting good sized replacements as part of a landscape scheme. With good species selection it would be possible to establish a better tree stock to enhance the area than that removed.

In light of the proposed tree loss it is recommended that if planning permission were granted, a condition requiring the submission of a landscape plan for the written approval of the Council should be attached. This plan must include full details of tree planting and the scheme should be implemented before completion of the development. As an informative it is recommended that trees of 40-45cm in stem girth are used in prominent positions in the Station Road area of the site.

In reference to tree protection, as the trees to be retained are mainly on the boundaries and full protection can be achieved relatively simply by fencing, a tree protection condition is recommended requiring that the tree protection methods described in the tree report by Broad Oak Tree Consultants Ltd Dated 26 Jan 2012 sections 11-14 inclusive and shown on the tree protection plan within that report are used.

8.7 Principal Engineer - Drainage

8.8 No comments received.

PART B: PLANNING APPRAISAL

9.0 Policy Background

9.1 The following policies are considered most relevant to the assessment of this application:

National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework

Building a strong, competitive economy
Promoting sustainable transport
Requiring good design
Promoting healthy communities

Meeting the challenge of climate change, flooding and coastal change

Conserving and enhancing the natural environment

Conserving and enhancing the historic environment

Facilitating the sustainable use of minerals

The National Planning Policy Framework sets out that for the purposes of decision-taking, the policies in the Local Plan (which would include The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and policies contained within The Adopted Local Plan for Slough 2004 saved by way of direction under the Planning and Compulsory Purchase Act 2004) should not be considered out of date simply because they were adopted prior to the publication of the Framework.

The Framework states that for 12 months from the day of publication, decision-takers may continue to give full weight to relevant policies adopted since 2004 even if there is a limited degree of conflict with this Framework.

The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document

Core Policy 1 – Spatial Strategy

Core Policy 5 – Employment

Core Policy 6 – Retail, Leisure and Community Facilities

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 9 – Natural and Built Environment

Core Policy 10 – Infrastructure

Core Policy 11 – Social Cohesiveness

Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design

Policy EN2 – Extensions

Policy EN3 – Landscaping Requirements

Policy EN5 – Design and Crime Prevention

Policy T2 – Parking Restraint

Policy T8 – Cycling Network and Facilities

Policy T9 – Bus Network and Facilities

Policy T13 – Road Widening Lines

Policy OSC8 – Green Spaces

Policy OSC13 – Floodlighting

Other Relevant Documents/Statements

Slough Local Development Framework Site Allocations

Development Plan Document

Slough Borough Council Developer's Guide Parts 1-4

Ministerial Statement, Planning for Growth, (March 2010)

9.2 There are considered to be a number of issues relevant to the assessment of this application. The main issues are considered to be as follows:

- Principle of development
- Design and Impact on street scene
- Highways and traffic
- Impact on neighbour amenity
- Drainage and flood risk
- Impact on heritage assets
- Trees and landscaping
- Sustainability
- Ecology
- Planning obligations

10.0 Principle of Development

- 10.1 As will be noted from the planning history of the site, there is an extensive history of planning applications relating to the development of the site as a college for education purposes. The main building on the site is understood to have been built in 1976 and the use of the site to provide further education courses has been long established.
- 10.2 The National Planning Policy Framework states at para. 72 that “local planning authorities should take a proactive, positive and collaborative approach to ... development that will widen choice in education.”
- 10.3 Core Policy 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document similarly supports the provision of community facilities including education uses.
- 10.4 The supplementary text to Core Policy 5 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document which relates to employment identifies that there is a need for better education and training opportunities in order to improve the skills of some of the resident work force. It is envisaged that the current skills gap will be reduced over time as a result of the continuing success of students attending schools and colleges.
- 10.5 Furthermore, it is recognised that uses such as education are in themselves an important source of jobs. They are therefore classed an employment use for the purposes of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document.

- 10.6 Whilst the proposal would involve the demolition of the existing Longcroft and Phoenix Centre building, which formerly provided accommodation for the elderly; residents are understood to have been accommodated in an alternative care home as part of a Council strategy and no objection is therefore raised in principle to the loss of this type of accommodation.
- 10.7 Whilst East Berkshire College have recently acquired the Langley Community Centre, this application does not propose alterations to this building and issues relating to the use of this building are not considered to be of relevance to the assessment of this application. In any event, it should be noted that community facilities are provided nearby at Langley Pavilion.
- 10.8 The proposed enhancement and improvement of the campus is considered to support the ongoing and established use of the site as a college to provide further education courses and contribute towards improving skills and employment opportunities. The principle of the proposal is therefore considered to be acceptable. The principle of the proposal would comply with Core Policies 5 and 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

11.0 Design and Impact on Street Scene

- 11.1 The submitted design and access statement details how the proposed design has evolved from an understanding of the College's aspirations through the consideration of options to the proposal as submitted.
- 11.2 Core Policy 8 of The Slough Local Development Framework and Policies EN1 and EN2 of The Adopted Local Plan for Slough require that development shall be of a high quality design which shall respect its location and surroundings and provide amenity space and landscaping as an integral part of the design. The National Planning Policy Framework states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
- 11.3 Layout
- 11.4 The layout of the proposed extensions is considered to generally respect the existing layout of the college. The proposed extensions would be well-sited in relation to existing buildings and the extent of the built-up area of the site would be in keeping with the layout of the site as existing.

- 11.5 Importantly in street scene terms, the front of the main building and the proposed entrance would be set-back from Station Road and a visual buffer would therefore be maintained. The public realm would be enhanced.
- 11.6 Design and Materials
- 11.7 The submitted design and access statement sets out how the materials proposed have been carefully selected in order to provide a high quality contemporary appearance which is sympathetic to the character and appearance of the existing buildings on the site.
- 11.8 It is proposed that the elevations are treated in a palette of materials including multi-stock brickwork and terracotta rain screen cladding coloured graphite grey to blend in with the charcoal colours found within the existing multi-stock brickwork.
- 11.9 Elements such as the proposed front extension, the internal pedestrian street and the hospitality suite would be accentuated by vibrant coloured panels. There would be large panes of curtain walling and powder coated brise soleils would be provided to the south and east facing façades.
- 11.10 In design terms, it is considered that the proposal constitutes a well thought-out scheme. It is considered that the materials proposed would provide a high quality contemporary visual appearance.
- 11.11 Impact on Street Scene
- 11.12 It is considered that the proposal would have a positive impact on the street scene, when the site is viewed from both the Langley Road and Station Road frontages. As noted, the proposed layout, design and materials would be of a high quality and would be sympathetic to the character and appearance of the surrounding area. Furthermore, the well-considered hard and soft landscaping proposal is considered to enhance the appearance of the college buildings and the street scene.
- 11.13 Demolition of Existing Building
- 11.14 There is considered to be no objection to the demolition of the Longcroft and Phoenix Centre building. This building is considered to be of no significant architectural merit and as such no objection is raised to its loss, in design and street scene terms.
- 11.15 Phasing
- 11.16 The proposed development has been designed so that its implementation would be phased in order that the College's ongoing operations are not adversely affected and no students are

disadvantaged.

11.17 In order for the College to meet its planned completion date of September 2013 it will be necessary to commence the construction of the proposed front extension and internal pedestrian street in summer 2012. It is proposed to provide a temporary reception area whilst these works are ongoing.

11.18 The submitted phasing plan indicates that the proposed development would be carried out in the following phases:

11.19	Phase	Timescale	Description
	A	February 2012 – May 2012	Demolition of Longcroft and provision of car park
	B	June 2012 – February 2013	New sports hall including changing facilities and gym
	C	June 2012 – June 2013	Erection of front extension to provide entrance, internal pedestrian street and landscaping to Station Road frontage
	D	July 2012 – August 2012	Internal works to central core, toilets, risers, formation of temporary entrance and works to motor vehicle education area
	E	February 2013 – August 2013	Hospitality and catering facility
	F	July 2013 – August 2013	Internal works to form Learning Resource Centre / Student Services

11.20 In terms of design and impact on the street scene, it is concluded that the proposal would be acceptable having regard to the proposed design, materials, building layout, scale and visual impact. The proposal would comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008; Policies EN1 and EN2 of The Adopted Local Plan for Slough 2004; and the National Planning Policy Framework.

12.0 Highways and Traffic

12.1 The main issues in relation to highway and traffic matters are considered to be with regard to trip generation, parking provision and overspill parking on surrounding streets, improving pedestrian and cycle accessibility, and encouraging a change of travel mode for staff and students.

12.2 Whilst negotiations are ongoing in relation to these matters; in principle, no objection is raised to the proposal on highway and traffic grounds subject to the applicant revising and re-submitting the Travel Plan, and agreement being reached on the Section 106

Agreement transport schedule and planning conditions. An update in relation to these matters will be provided on the Planning Committee Amendment Sheet.

- 12.3 Trip Generation
- 12.4 The applicant submits that of the 85 additional full time equivalent students associated with the proposed development, 78 additional daily vehicle trips will be generated. The applicant submits that the actual impact of the new car traffic will however be less than the additional 78 vehicle trips estimated, as parking levels on the site are not proposed to be increased.
- 12.5 The accuracy of these figures has however been questioned by the Council's Transport officer. It is considered that the likely impact would at best be neutral. Given that the increase in student numbers is expressed in terms of full time equivalents, it is considered that there will likely be more than 85 additional students on campus as this figure will include part time students. Furthermore, the new gym, sports hall and MUGA facilities would be used by members of the public/community groups in the evenings and at weekends, and further trips are therefore expected to be generated for these uses.
- 12.6 It is noted that the College's travel survey shows that a significant number of students driving to the site by car do not park on the site. Therefore, it is considered that the site is generating additional vehicle trips over and above those drivers parking on the site.
- 12.7 Whilst the accuracy of the likely trip generation is therefore questioned, it is considered in summary that the proposal would constitute an expansion of an acceptable scale when considered against the College's existing operations.
- 12.8 The applicant has agreed to provide the Council's Transport officer with the raw travel survey data for further analysis. Having access to this data will ensure that the extent of likely trip generation is accurate and the targets proposed in the Travel Plan will be robust.
- 12.9 Car parking
- 12.10 At present, it is understood that 342 car parking spaces are provided on site. This existing provision includes bays and garaging for minibuses as well as nine disabled bays. A total of 80 cycle parking spaces are currently provided and there are 24 motorcycle parking spaces.
- 12.11 A barrier-controlled access is provided to the north-east corner of the site from Station Road. The access is used as a staff and visitor entrance and currently serves 83 car parking spaces.

- 12.12 A second access point is located to the south of the site from Langley Road where a one-way internal loop road is provided. The access is open to all staff, visitors and students. A total of 259 car parking spaces are accessed from Langley Road. An internal road provides access to the largest of the car parking areas which comprises 120 spaces. Barriers control access to the staff only car park which comprises 58 car parking spaces.
- 12.13 The number of car parking spaces proposed would remain as existing. The provision of parking is below the Adopted Local Plan for Slough Parking Standards, however given the accessibility of the site it is not considered appropriate to seek an increase in parking provision at the site, as this is likely to only further encourage trips to be made by car. It is considered that a modal shift away from the use of the car, to non-car modes should be sought, given the sustainable location of the site.
- 12.14 A plan has been requested showing the proposed position of the barrier controls. A car park management plan has also been requested which will form part of the Travel Plan.
- 12.15 The applicant has set out how it is proposed to phase the proposed development. Phase A involves the demolition of Longcroft and the provision of a car park. This would be the first phase to be carried out and the formation of the new car would ensure that continuity can be maintained in on-site parking provision during the construction phase. A condition is recommended in relation to parking provision during the construction phase.
- 12.16 Cycle Storage
- 12.17 169 cycle spaces are proposed at the site which would be below the parking standard set out in Adopted Local Plan for Slough, which would require 316 spaces. Given that current travel to the site by bicycle is still relatively low however, it is considered that this provision would be acceptable, on the basis that should demand increase then additional cycle parking would be funded as part of the College's Travel Plan.
- 12.18 Access and Servicing Arrangements
- 12.19 The position of the existing points of access to the site from Langley Road and Station Road respectively would be retained.
- 12.20 It has however been requested that an improved visibility splay is provided for motorists egressing from the Langley Road junction. A drawing has been submitted showing that a visibility splay of 2.4m x 43m can be achieved which is considered to be acceptable. Clarification will be required as to the position of the hedge in order

to ensure that its position does not impede visibility; however it is considered that this can be controlled by way of condition.

- 12.21 The proposed servicing arrangements are to remain as existing. Deliveries are currently made to the loading bay to the north of the campus. The access off Station Road is thus currently utilised for deliveries and this will remain as existing. Deliveries to the proposed hospitality suite will be made directly to the kitchens from the existing delivery area.
- 12.22 Travel Plan
- 12.23 The key objectives of the Travel Plan would be to reduce the overall amount of car travel to the site, particularly sole use; to increase the use of sustainable transport, and to promote a healthier lifestyle for staff, students, visitors and the wider community.
- 12.24 A number of measures for consideration have been proposed in the submitted travel plan, including:
- The provision of cycle shelters;
 - The provision of shower/changing facilities within the College;
 - The appointment of a Travel Plan co-ordinator;
 - The preparation of a Travel Plan survey and establishment of monitoring targets;
 - The production of promotional material and provision of other travel information;
 - Car parking management;
 - Dedicated bus service;
 - Student bus passes.
- 12.25 The submitted travel plan has been reviewed by the Council's Transport officer. It is considered that the submitted Travel Plan lacks robustness in its current form. It has been requested that the Travel Plan is revised in accordance with the Council's Travel Plan guidance. Definitive measures are required in order to address issues such as overspill parking and to seek to change travel behaviour by encouraging those travelling to the site to do so using non-car modes of transport. It is anticipated that a revised Travel Plan will be submitted for consideration in due course.
- 12.26 The applicant will be required to undertake to pay the Council a Travel Plan monitoring fee to facilitate the monitoring process. This will be secured through a Section 106 Agreement.
- 12.27 Highway Works and Road Widening Line

- 12.28 There is an approved road widening line for the B470 Langley High Street and Station Road. Policy T13 of The Adopted Local Plan for Slough relates to development where sites are affected by road widening lines.
- 12.29 It is noted that the footways to the west side of Station Road are below 2 metres in width and there are no cycle lanes. It is envisaged that this road widening line could be utilised to provide a cycle lane and improve routes for vulnerable road users. The applicant would be required to dedicate this land to the Council through a Section 106 Agreement so that the Council, at a later date, can re-align the road to widen the footway and provide full width, high quality cycle lanes along Station Road.
- 12.30 In addition, it has been requested that the applicant either fund or undertake to carryout improvements to the Station Road pedestrian crossing. It is noted that the College is seeking to enhance the pedestrian environment to the front of the site to create an enhanced and enlarged paved area connecting the street to the main entrance. The street scene is currently dominated by the guard rail fencing around the pelican crossing. It is considered that this would detract from the College's improvements in street scene terms, however in transport terms; it is considered that an improved crossing would improve connectivity and give greater priority to pedestrians whilst also improve the linkage between the College and Harrow Market. Negotiations are ongoing in relation to the extent of these works.

13.0 Impact on Neighbour Amenity

13.1 Floodlighting

13.2 The proposed MUGA includes the provision of floodlighting. The proposed flood lights would be 10 metres in height. The submitted drawings show that a total of six floodlighting columns are proposed to illuminate the proposed MUGA.

13.3 Properties most likely to be potential affected by the proposed floodlighting are those likely to be built sometime in the future on the neighbouring vacant British Telecomm Telephone Engineering Centre site, under site allocation SSA22 of the Slough Local Development Framework Site Allocations Development Plan Document when this allocation comes forward. The allocation is for the creation of a residential development with a substantial proportion of family houses.

13.4 Whilst the outline application for residential development on the British Telecomm Telephone Engineering Centre site (application reference P/02684/008) reserved the proposed layout of the site for future consideration, the indicative drawing submitted with the

application appears to envisage residential properties and a buffer of landscaping and car parking areas situated adjacent to the boundary the College. It would appear therefore that there would be scope to develop the site with a reasonable buffer provided between residential properties and the boundary with the College. As such, it is considered that the future delivery of this site for residential purposes would not be prejudiced by the position and height of the proposed floodlighting.

- 13.5 In terms of the relationship of the proposed floodlighting with existing properties, numbers 344-350 Langley Road are closest to the position of the proposed MUGA.
- 13.6 Policy OSC13 of The Adopted Local Plan for Slough relates to proposals involving floodlighting. This policy sets out that “proposals for new or enhanced outdoor sports facilities which require floodlighting will not be permitted unless it can be demonstrated by means of a floodlighting impact assessment that the operation of floodlights would have minimal environmental impact on adjoining uses or the character of any nearby open land.”
- 13.7 A condition is therefore proposed requiring the submission of a floodlighting impact assessment. Subject to this being found satisfactory, it is considered that the proposal would be consistent with Policy OSC13 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.
- 13.8 Noise
- 13.9 It will be necessary to limit the hours of use of the proposed MUGA in order to ensure that sports and other activities taking place on this facility in the evening cease at an acceptable time in order to ensure that no detriment to the amenity of neighbouring residents as a result of noise arises.
- 13.10 Plant is proposed to the roof of the proposed hospitality suite and sports hall. The proposed plant would comprise condensing units, extraction units and condensers. The submitted drawings indicate that the proposed plant would not be readily visible as they would be screened by acoustic louvered plant screens. These screens would lessen any potential acoustic impact arising from the proposed plant.
- 3.11 A Noise Impact Assessment undertaken in accordance with British Standard (BS) 4142: 1997 *Method for rating industrial noise affecting mixed residential and industrial areas* has been submitted. A noise survey was undertaken to determine typical background noise levels around the site. The assessment demonstrates that in

principle, cumulative noise emission levels at sensitive facades can be compliant with relevant limitations. It is considered that subject to conditions regarding the operation of the proposed plant, the plant would be acceptable in noise terms.

- 13.11 Control During Construction
- 13.12 The Council's Environmental Health section have requested that conditions are applied requiring the submission of a working method statement to control environmental affects during the construction phase and details to control waste. In addition, hours of construction are to be limited so that no construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday, 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.
- 13.13 It is considered that subject to the imposition of conditions covering these matters and the receipt of satisfactory details, the potential impact on the amenity of neighbouring occupiers would not be undue. The proposal would therefore comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document; Policies EN1, EN2 and OSC13; and the National Planning Policy Framework in this regard.

14.0 Drainage and Flood Risk

- 14.1 The application site is located within Flood Zone 1. Flood Zone 1 includes all land falling outside Zones 2 and 3 and as such covers land which has the lowest probability of flooding (land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding [$<0.1\%$]). As the site area is greater than 1 hectare however, a flood risk assessment has been submitted, as required in support of the application. The submitted flood risk assessment considers the site and its context within the local area and flood risk to and from the site associated with the proposed development.
- 14.2 The Environment Agency has been consulted. It will be noted that an objection was initially raised however following the submission of further information, this objection has now been withdrawn and there are no objections to the proposal subject to conditions.
- 14.3 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document states that development will only be permitted where it is safe and it can be demonstrated that there is minimal risk of flooding to the property and it will not impede the flow of floodwaters, increase the risk of flooding elsewhere or reduce the capacity of a floodplain; and that development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality.

- 14.4 The National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework sets out that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.
- 14.5 The site is located in a low flood risk area and the applicant has demonstrated that surface water drainage issues can be satisfactorily resolved. The proposal would comply with these policies and is thus considered to be acceptable in flood risk and drainage terms. The proposal is consistent with Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework in this regard.

15.0 Impact on Heritage Assets

15.1 The National Planning Policy Framework requires that applicants describe the significance of any heritage assets affected, including any contribution made by their setting. The applicant has submitted a Listed Building Commentary which sets out consideration of the proposal in relation to listed buildings.

15.2 Nearby listed buildings which could potentially be affected by the proposal are as follows:

15.3	List Entry Number	Description	Grade
	1313117	LANGLEY HALL	II
	1135739	WALL ADJOINING LANGLEY HALL	II
	1113388	WALL APPROXIMATELY 5 METRES TO EAST OF LANGLEY HALL (Q.V.)	II
	1135764	WALL APPROXIMATELY 20 METRES TO NORTH-WEST OF LANGLEY HALL (Q.V.)	II

15.4 The grade II listed walls form the boundary between Langley Hall and the application site. No works to the listed walls are proposed as part of this application.

15.5 The proposal is not considered to have an adverse impact on the setting of adjacent listed buildings. As such, having special regard to the desirability of preserving the listed buildings or their setting or any features of special architectural or historic interest which they possess, the proposed development is considered to be acceptable.

15.6 The Council's conservation consultant has been consulted. The conservation consultant has commented that the proposals will significantly enhance the appearance of the buildings and render them a more attractive element in the setting of Langley Hall than at present. Accordingly, there is considered to be no objection to this scheme in terms of its impact on the setting of the adjacent listed buildings.

15.7 It is therefore considered that the proposal would comply with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 which requires development to protect and enhance the historic environment, and the National Planning Policy Framework.

16.0 Trees and Landscaping

16.1 Existing Trees

16.2 There are trees subject to protection order (order no. 2 of 2002) situated along the Station Road frontage.

16.3 An Arboricultural Implications Assessment which includes a Tree Constraints Plan has been submitted. The assessment includes an inspection of all trees on the site, save for those to the north west corner of the site as this area which would not be affected by the proposed development. Trees were inspected in accordance with BS5837:2005 *Trees in Relation to Construction – Recommendations*.

16.4 The inspection indicates that the majority of the trees on the site have been planted over the past 50 years as part of various landscaping schemes for the College as it has developed.

16.5 The Council's Tree Officer has been consulted. It is noted that the proposal would involve the removal of a substantial number of trees from the centre of the site and between the building and Station Road. The trees are observed as being young but mostly in good condition. Some are covered by tree protection order no. 2 of 2002 however their preservation is considered to be mainly for the amenity they will afford in the future.

16.6 The Council's Tree Officer considers that the loss of these trees is undesirable as they supply a much needed 'green' element. The trees between the building and Station Road are considered to be an important feature in the street scene.

16.7 However, as the trees are young it is considered that it is possible to mitigate the loss of these trees by planting good sized replacement trees as part of a landscaping scheme. With good species selection it is considered that it would be possible to

establish a better tree stock to enhance the area than that removed.

- 16.8 A condition is therefore recommended requiring the submission of a comprehensive landscape and tree planting plan. It is recommended that trees of 40-45cm in stem girth are planted in prominent positions along the Station Road frontage.
- 16.9 With regard to tree protection, it is noted that the trees to be retained are situated towards the site boundaries and full protection during construction can therefore be achieved through the use of appropriate fencing. It is recommended that a condition be applied requiring the tree protection methods described in the tree report by Broad Oak Tree Consultants Ltd Dated 26 Jan 2012 to be implemented during construction.
- 16.10 Proposed Landscaping
- 16.11 Turning to the proposed landscaping scheme, the applicant is proposing to enhance the hard and soft landscaping to the Station Road frontage, provide outside landscaped areas within the College site and additional planting to supplement the retained trees to the Langley Road frontage to screen the proposed car park.
- 16.12 The hard landscaping to the front of the building would comprise benches and table seats, with feature lighting columns and ornamental trees. The proposals seek to address issues identified with students congregating on Station Road and provide a gathering space within the College site. To the front of the car park, the existing hedging and mounding would be removed and the area would be laid to lawn with informally planted birch trees proposed. It is considered that the proposals would provide a high quality landscaped area to this frontage.
- 16.13 An external social space is proposed which would be accessed off of the internal pedestrian street. The landscaping would comprise a grid of ornamental trees with seating, a raised lawn and structured tree planting.
- 16.14 Whilst the proposed removal of trees on the site is regrettable, it is considered that appropriate replacement planting could be secured by condition. As such the proposal presents an opportunity to secure replacement planting to enhance the Station Road frontage and improve the setting of the College buildings.
- 16.15 Matters regarding trees and landscaping are therefore considered to be acceptable. The proposal would comply with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

17.0 Sustainability

- 17.1 The submitted design and access statement states that designing for sustainability is integral to all aspects of the proposed design. A sustainability statement and building services strategy has also been submitted with the application. This statement sets out that the College have sought to incorporate sustainability improvements and achieve a significant improvement in the overall sustainability of the college. Strategies to reduce energy consumption and incorporate low and zero carbon technologies have been considered.
- 17.2 The proposal would feature sustainability technologies including natural ventilation, low-energy photo-voltaic driven ventilation, high efficiency heat recovery ventilation and air source heat pumps.
- 17.3 It is understood that an expectation of the Skills Funding Agency is that new build projects achieve a BREEAM rating of 'excellent' with refurbished facilities achieving a rating of 'very good'. The aspiration of the applicant is that the proposed development achieves a BREEAM rating of excellent; however as a minimum, a rating of very good will be achieved. This will be included as part of the Section 106 Agreement.
- 17.4 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 requires that proposed development includes sustainable design and construction measures to minimise the consumption and unnecessary use of energy, particularly from non-renewable sources. It is considered that the proposal would incorporate appropriate sustainable design and construction techniques. The proposal is therefore considered to comply with Core Policy 8 and the National Planning Policy Framework in this regard.

18.0 Ecology

- 18.1 A report covering ecology matters has been prepared and submitted in support of the application.
- 18.2 The report concludes that the site is not covered or adjacent to any statutory designation relating to nature conservation, and it is considered to be of negligible ecological value due to the built/urban nature of the existing use.
- 18.3 With regard to the potential for protected species, in isolation some of the buildings have the potential to support roosting bats by virtue of their design and structure – more modern buildings are considered to have a low potential for roosting bats. However, it is considered that there is limited habitat availability for foraging and

as such bats are not likely to be a significant constraint to any redevelopment. Furthermore, the proposed redevelopment could make a positive contribution to enhancing the ecological interest of the site through landscape planting.

- 18.4 The proposal is considered to be acceptable in ecological terms. Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document states that development will not be permitted unless it preserves natural habitats and the biodiversity of the Borough. The submitted report demonstrates that the proposal will comply with this policy, and the National Planning Policy Framework.

19.0 Planning Obligations

- 19.1 As identified in the highways and traffic, and sustainability sections above, matters for inclusion in a Section 106 Agreement are considered to be as follows:

- Dedicate land within adopted widening line to allow improvements for vulnerable road users;
- Fund or undertake improvement works to the existing crossing on Station Road;
- Submit a Travel Plan;
- Pay a Travel Plan monitoring contribution of £6,000;
- Achieve a minimum BREEAM rating of very good.

12.0 Summary

- 12.1 The proposal has been considered against relevant development plan policies, and regard has been had to the comments received from consultees and other interested parties, and all other relevant material considerations.
- 12.3 It is recommended that the application be delegated to the Head of Planning Policy and Projects for formal determination following resolution of outstanding highway and transport matters, completion of a Section 106 Agreement and finalising of conditions.

PART C: RECOMMENDATION

13.0 Recommendation

- 13.1 Delegate to the Head of Planning Policy and Projects for formal determination following resolution of outstanding highway and transport matters, completion of a Section 106 Agreement and finalising of conditions.

13.2 PART D: LIST OF CONDITIONS

CONDITIONS:

1. The development hereby permitted shall be commenced within three years from the date of this permission.

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:

- (a) Drawing No. (01)001 Existing Site Plan, Dated 17/12/11, Recd On 01/02/2012
- (b) Drawing No. (01)002 Site Location Plan, Dated 23/01/2012, Recd On 01/02/2012
- (c) Drawing No. (01)003 Topographical Survey, Dated 09/01/2012, Recd On 01/02/2012
- (d) Drawing No. (02)001 Existing Ground Floor, Dated 30/01/2012, Recd On 01/02/2012
- (e) Drawing No. (02)002 Existing First Floor, Dated 30/01/2012, Recd On 01/02/2012
- (f) Drawing No. (02)003 Existing Second Floor, Dated 30/01/2012, Recd On 01/02/2012
- (g) Drawing No. (02)004 Existing Roof Plan, Dated 30/01/2012, Recd On 01/02/2012
- (h) Drawing No. (03)001 Existing Elevations (1 of 3), Dated 06/01/2012, Recd On 01/02/2012
- (i) Drawing No. (03)002 Existing Elevations (2 of 3), Dated 06/01/2012, Recd On 01/02/2012
- (j) Drawing No. (03)003 Existing Elevations (3 of 3), Dated 06/01/2012, Recd On 01/02/2012
- (k) Drawing No. (04)001 Existing Sections, Dated 06/01/2012, Recd On 01/02/2012
- (l) Drawing No. (07)001 Revision PL1 Proposed Ground Floor, Dated 30/01/2012, Recd On 23/02/2012
- (m) Drawing No. (07)002 Revision PL1 Proposed First Floor, Dated 30/01/2012, Recd On 23/02/2012
- (n) Drawing No. (07)003 Revision PL1 Proposed Second Floor, Dated 30/01/2012, Recd On 23/02/2012
- (o) Drawing No. (07)004 Revision PL1 Proposed Roof Plan, Dated 30/01/2012, Recd On 23/02/2012
- (p) Drawing No. (08)001 Revision PL2 Proposed GA Elevations, Dated 30/01/2012, Recd On 23/02/2012
- (q) Drawing No. (08)002 Revision PL2 Proposed GA Elevations, Dated 30/01/2012, Recd On 23/02/2012
- (r) Drawing No. (09)001 Revision PL1 Proposed GA Sections,

Dated 30/01/2012, Recd On 23/02/2012
(s) Drawing No. (21)001 Detail Part Elevation and Profile Street, Dated 27/01/2012, Recd On 01/02/2012
(t) Drawing No. (21)002 Detail Part Elevation and Profile Entrance, Dated 27/01/2012, Recd On 01/02/2012
(u) Drawing No. (21)003 Detail Part Elevation and Profile Hospitality, Dated 27/01/2012, Recd On 01/02/2012
(v) Drawing No. (21)004 Detail Part Elevation and Profile Sports Hall, Dated 27/01/2012, Recd On 01/02/2012
(w) Drawing No. (21)005 Detail Part Elevation and Profile South Wing, Dated 27/01/2012, Recd On 01/02/2012
(x) Drawing No.110250L03 Landscape Masterplan, Dated Feb 2012, Recd On 03/02/2012
(y) Drawing No.110250L01 Retained and Removed Trees, Dated 27/01/2012, Recd On 01/02/2012
(z) Drawing No.J44.72/01 Tree Constraints Plan, Dated 25/01/2012, Recd On 01/02/2012
(aa) Drawing No.J44.72/02 Tree Protection Plan, Dated 27/01/2012, Recd On 01/02/2012

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

3. Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

4. Samples of external materials to be used in the construction of the access road, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local

Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

5. No development shall commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

6. No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

7. No development shall commence until the tree protection measures detailed in the submitted Arboricultural Implications Assessment prepared by Broad Oak Tree Consultants Limited dated 26th January 2012 have been implemented, in accordance with the recommendations set out in BS 5837:2005 – Trees in Relation to Construction. These measures shall be

implemented prior to works beginning on site, and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory protection of trees to be retained in the interest of visual amenity and to meet the objectives of Policy EN3 of The Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the National Planning Policy Framework.

8. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also:

- Include infiltration tests in accordance with BRE 365 for any proposed infiltration devices
- Demonstrate no increase in surface water rates and volumes leaving the site up to the 1 in 100 storm event with an appropriate allowance for climate change.
- Demonstrate that no onsite flooding will occur up to the 1 in 30 storm event and any flooding up to the 1 in 100 storm event with an appropriate allowance for climate change will be safely contained on site.
- Provide detail plans showing the location and pipe numbers of all drainage features
- Ensure that no soakaways are constructed in contaminated land.

REASON To prevent the increased risk of surface water flooding in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework.

9. No development shall be undertaken until an environmental search has been carried out to identify all possible sources of contamination and a report has been submitted in writing to the Local Planning Authority. If contamination is identified then a remediation statement shall be produced to and agreed in writing with the Local Planning Authority.

If no sources of contamination are identified then the developer

shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority the presence of any unsuspected contamination encountered during the development.

In the event of contamination to land and/or water being encountered, no development shall continue until a programme of investigation and/or remedial work to include methods of monitoring and certification of such work undertaken has been submitted and approved in writing by the LPA.

None of the development shall be occupied until the approved remedial works, monitoring and certification of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

In the event that no significant contamination is encountered, the developer shall provide a written statement to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be occupied

REASON To ensure that any contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

10. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

REASON To ensure that deep penetrative foundation methods do not coincide with potentially contaminated land in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

11. The development hereby approved shall be carried out in accordance with the Flood Risk Assessment produced by Sinclair Knight Merz Pty Ltd Dated 31st January 2012 and the following supplementary details:

- Letter dated 28 March 2012
- Datasheet Leisuretex plus, Issue 3, dated January 2006.

REASON To prevent the increased risk of flooding in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework.

12. No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations
- (vi) construction working hours, hours during the construction phase, when delivery vehicles taking materials are allowed to enter or leave the site
- (vii) the route of construction traffic to the development

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

13. No construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday, 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

14. No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of safeguarding the amenities of neighbouring properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

15. No development shall take place until details in respect of measures to:

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from any demolition;
- (b) Minimise the pollution potential of unavoidable waste;
- (c) Dispose of unavoidable waste in an environmentally acceptable manner;
- (d) Have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the course of building operations and the subsequent use of the buildings.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

16. The machinery, plant or equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise there from does not, at any time, increase the ambient equivalent noise level when the plant, etc. is in use at any adjoining or nearby properties in separate occupation.

REASON To protect local residents from nuisance caused by excessive noise in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

17. All plant, machinery and equipment (including refrigeration and air conditioning systems) to be used in conjunction with the development hereby approved shall be so installed, maintained and operated so as to prevent the transmission of noise and vibration into any neighbouring properties.

REASON To protect local residents from nuisance caused by excessive noise in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

18. No additional external plant or equipment shall be installed or used without the prior written consent of the local Planning Authority. Any external plant designed for use in connection with the building must have provided with it the sound mitigation measures necessary to ensure that the amenity of occupiers of neighbouring properties is protected.

REASON To protect local residents from nuisance caused by odours in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

19. The development hereby approved shall be carried out in accordance with the Noise Impact Assessment produced by Hoare Lea Acoustics.

REASON To protect local residents from nuisance caused by excessive noise in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

20. No development shall commence until 2.4m by 2.4m pedestrian visibility splays have been provided behind the back of the footpath on each side of the access and these shall be retained permanently kept free of all obstructions exceeding 900mm in height.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general pedestrian safety along the neighbouring highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

21. No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the

National Planning Policy Framework.

22. Prior to first occupation of the development hereby approved, the internal access roads footpath and vehicular parking and turning provision shall be provided in accordance with approved plans.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

23. No development shall be commenced until visibility splays of 2.4 metres by 43 metres have been provided at the Langley Road site egress junction with the public highway. The visibility splays shall thereafter be kept free of all obstruction higher than 900mm above the adjoining carriageway level.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

24. Prior to the commencement of the development hereby approved, a Travel Plan shall be submitted to the Local Planning Authority for approval in writing. This plan shall set out measures and targets to reduce car travel to the school, based on Slough Borough Council guidance. The Travel Plan shall set out a five year programme of scheme and initiatives, identified in conjunction with Slough Borough Council and it shall be reviewed on an annual basis in accordance with the timescale laid out in the plan.

REASON To reduce travel to work by private car, to meet the objectives of Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

25. In accordance with the approved plans, 342 no. car parking spaces shall be provided on-site prior to the first occupation of the development hereby approved and retained at all times in the future for the parking of motor vehicles.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities

of the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

26. During the construction phase of the development hereby approved, 342 no. car parking spaces shall be provided on-site for the parking of motor vehicles, unless otherwise agreed in writing with the Local Planning Authority.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

27. The hospitality suite (including ancillary restaurant, private dining area and bar) hereby approved shall only be used as a hospitality suite associated with East Berkshire College and for no other purposes falling within Use Class D2 of The Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON To ensure that the site is developed in accordance with the submitted planning application and to ensure that the development hereby approved does not prejudice the vitality and viability of the Langley district shopping centre in accordance with Core Policy 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

28. Prior to the commencement of the development hereby approved, a community use statement for the sports centre and multi use games arena (MUGA) shall be submitted to the Local Planning Authority and approved in writing. Once approved, the sports centre and multi use games arena (MUGA) shall only be used for purposes in accordance with the approved community use statement and/or for purposes in association with East Berkshire College, and for no other purposes falling within Use Class D2 of The Town and Country Planning (Use Classes) Order 1987 (as amended), unless otherwise agreed in writing with the Local Planning Authority.

REASON To secure wider community benefits in accordance with Core Policy 11 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy

Framework and to ensure that the site is developed in accordance with the submitted planning application in the interests of providing sufficient parking provision to safeguard the amenities of the area in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

29. The hospitality suite (including ancillary restaurant, private dining area and bar) hereby approved shall not be open to members of the public / customers outside the hours of 08:00 hours to 23:00 hours on Mondays-Saturdays, 12:00 hours to 20:00 hours on Sundays and Bank/Public Holidays.

REASON To ensure that the use of the premises does not prejudice the quiet enjoyment by neighbouring occupiers of their dwellings by reason of noise or general disturbance in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

30. There shall be no commercial deliveries in connection with the hospitality suite hereby approved visiting the site outside the hours of 08:00 hours to 18:00 hours on Mondays-Fridays, 10:00 hours to 18:00 hours on Saturdays. There shall be no commercial deliveries in connection with the hospitality suite hereby approved visiting the site on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

31. The sports centre hereby approved shall not be open to members of the public / customers outside the hours of 08:00 hours to 23:00 hours on Mondays-Saturdays, 10:00 hours to 23:00 hours on Sundays and Bank/Public Holidays.

REASON To ensure that the use of the premises does not prejudice the quiet enjoyment by neighbouring occupiers of their dwellings by reason of noise or general disturbance in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

32. The multi use games arena (MUGA) hereby approved shall not

be open to members of the public / customers outside the hours of 08:00 hours to 21:00 hours on Mondays-Saturdays, 10:00 hours to 18:00 hours on Sundays and Bank/Public Holidays.

REASON To ensure that the use of the premises does not prejudice the quiet enjoyment by neighbouring occupiers of their dwellings by reason of noise or general disturbance in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

33. Prior to the commencement of the development hereby approved, a floodlighting impact assessment for the floodlights and associated emergency lighting to the multi use games arena (MUGA) shall be submitted to the Local Planning Authority and agreed in writing. The floodlighting shall be installed and operated thereafter strictly in accordance with the approved floodlighting impact assessment and not subsequently altered unless otherwise agreed in writing with the Local Planning Authority.

REASON To safeguard the amenity of neighbouring properties from light pollution in accordance with Policy OSC13 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

34. The floodlighting to the multi use games arena (MUGA) hereby approved shall at no time be operated outside the hours of 08:00 hours to 21:00 hours on Mondays-Saturdays, 10:00 hours to 18:00 hours on Sundays and Bank/Public Holidays.

Emergency lighting to the multi use games arena (MUGA) hereby approved shall at no time be operated outside the hours of 07:30 hours to 21:30 hours on Mondays-Saturdays, 10:00 hours to 18:30 hours on Sundays and Bank/Public Holidays.

REASON To safeguard the amenity of neighbouring properties from light pollution in accordance with Policy OSC13 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

35. Prior to the development hereby approved first being brought into use, full details of a CCTV system, including details of its management and maintenance, shall have been submitted to and approved by the local planning authority in writing. The

approved CCTV system shall be installed in accordance with the approved details before any part of the development is first brought into use. The system shall thereafter be maintained and managed in accordance with the approved details.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and to reflect the guidance contained in the National Planning Policy Framework.

36. The development hereby approved shall be carried out in accordance with the Sustainability Statement Incl. Building Services Strategy produced by Pick Everard Dated January 2012.

REASON In the interests of sustainability in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

37. The development hereby approved shall be carried out in accordance with the findings and recommendations set out in the Ecology Update produced by The Environmental Dimension Partnership Dated 30th January 2012.

REASON In the interests of the preservation of natural habitats and safeguarding protected species in accordance with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

INFORMATIVES:

1. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
2. It is recommended that the college have a secure room where all portable IT equipment can be stored out of hours. This should be certificated to BS PAS24 door of enhanced security.
3. It is recommended that the have a comprehensive CCTV system that covers all vulnerable areas. Some basic areas that should be covered are the reception area, the internal street, the

entrance to the hospitality/public restaurant, cycle and vehicle parking areas and any other high risk areas. The Home Office have produced guidance which can be found at:
http://tna.europarchive.org/20100413151426/http://scienceandresearch.homeoffice.gov.uk/hosdb/publications/cctv-publications/28_09_CCTV_OR_Manual2835.pdf?view=Binary

4. In accordance with the recommendations of Secured by Design, all ground floor exterior doors and windows should be certificated to BS PAS24 and BS7950 respectively. All ground floor glazing should include one pane of laminate glass.
5. All sewage or trade effluent should be discharged to the foul sewer if available subject to the approval of Thames Water Utilities or its sewerage agent.
6. In accordance with the requirements of condition 5, it is recommended that new trees of 40-45cm in stem girth are used in prominent positions in the Station Road area of the site.
7. This decision has been taken having regard to the policies and proposals in the Local Plan for Slough 2004 and the Slough Local Development Framework, Core Strategy 2006 - 2026, as set out below, and to all relevant material considerations.

Policies:- EN1, EN2, EN3, EN5, T2, T8, T9, T13, OSC8 and OSC13 of The Adopted Local Plan for Slough 2004 and Core Policies 1, 5, 6, 7, 8, 9, 10, 11, and 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, the National Planning Policy Framework, and the Technical Guidance to the National Planning Policy Framework

This informative is only intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report by contacting the Development Control Section on 01753 477340.